

Montana and the Sky

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MONTANA AERONAUTICS DIVISION

May 1987

SIGNING CEREMONY HELD FOR HB 512



Aviation leaders and members of the state Legislature gathered in Gov. Schwinden's office for a signing ceremony for HB 512, the legislation which removed property tax from aircraft and replaced it with a license fee. Pictured with Gov. Schwinden above are: (from left) Russ Dahl, immediate past president of MPA, Glasgow; John Semple, Helena, aviation lobbyist; Bob Howard, R.A. Howard & Associates; John Dove, Missoula, president of MPA; Sen. Allen Kolstad, Chester; Sen. J.D. Lynch, Butte; Rep. Ray Brandewie, Bigfork; Rep. Bob Ream, Missoula; Rep. Ted Schye, Glasgow; and Mike Ferguson, Montana Aeronautics Division.



Also attending the ceremony were (from left): Mike Biggerstaff, Stanford, president of MATA; Steve Vold, Billings, MATA; Bob Becker, Butte, vice president of the Butte Hangar; Sen. Kolstad; Ted Mathis, chairman, Montana Aeronautics Board, Belgrade; Sen. Lynch; Rep. Brandewie; Rep. Ream; Rep. Schye; Russ Pankey, Missoula, president of MAMA; and Burt Kinyon, Butte, MPA.

Administrator's Column

Underground Storage Tanks. The Environmental Protection Agency has now come up with proposed rules that will require owners and operators of underground fuel or chemicals to monitor them for leaks and maintain financial capability to clean up soil and groundwater contamination resulting from leaks or spills. The EPA states that corrosion accounts for 60 percent of all leaks and, therefore, bans bare steel tanks which have no corrosion protection. Owners of these tanks must replace them within 10 years. EPA states that of the 1.4 million underground storage tanks, 94 percent hold petroleum products and an estimated 84 percent of these are bare steel. The EPA proposed rules were just published in the Federal Register, and there is a 60-day comment period. If you wish to comment, you should contact the EPA office in Helena (phone 449-5432) for a copy of the Federal Register and make your comments as soon as possible.

* * *

Used Oil—Hazardous Waste. The EPA has ruled that used oil is not considered a hazardous waste. Used oil is defined by the EPA as all petroleum-derived or synthetic oils originally used as lubricants (including engine oils), hydraulic fluid, metal-working fluid, insulating fluid, or coolants. Originally the EPA proposed to have regulated used oil storage, transportation, recycling, and disposal. This, of course, would have had an impact on fixed base operators.

* * *

More FAA User Fees? An FAA hired consulting firm has recommended numerous "user fees" to offset the entire cost of operating their Aviation Standards Office (GADO & FSDO). Some of the consultant's suggested amounts include \$30 for a student pilot, \$240 for a private pilot, \$6,110 for a Part 135 certificate, and \$80,830 for a Part 121 operators certificate. The FAA has stated that they have no intention of implementing such fees now or in the foreseeable future. BUT—my questions are: 1) why did they hire a consultant to do this study??? and 2) how long is the "foreseeable future"???

* * *

Schafer Meadows. With the unusually warm weather this spring, the snow melt-off has allowed access to the mountain airstrips nearly a month sooner than normal. I would like to again remind you of the use level issues the U.S. Forest Service, through a "Limits of Acceptable Change (LAC) Committee," is addressing for all areas of the Bob Marshall, Great Bear, and the Scapegoat Wilderness. I discussed this in the June 1986 issue of Montana and the Sky and reminded pilots and commercial aircraft operators that unless we all work together in a cooperative effort to carefully monitor our use of Schafer Meadows Airstrip, the USFS will require some type of use restrictions. None of us wants this, and I'm convinced that restrictions are unnecessary. I'm sure that the USFS agrees. We need only to use common sense plus limit unnecessary operations, such as touch and go landings, dual flight instruction, low level sightseeing into and out of Schafer, etc. I feel, and I'm sure you all agree, that we are very fortunate to have access to a beautiful airstrip in this wilderness paradise. When Congress passed the Great Bear Wilderness Act in 1978, they stipulated that the Schafer Meadows Airstrip would remain in operation at its existing level of operations; however, if its use becomes "greatly expanded," the USFS may place reasonable use restrictions in order to protect wilderness values. In conclusion, let's all play our part by keeping this in mind when flying to Schafer Meadows to enjoy our wilderness.



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Teacher Workshops To Begin

By: Fred Hasskamp, Chief
Safety and Education Bureau

The Montana Aeronautics Division's annual Aviation/Aerospace Teacher Workshops will be held at six locations beginning in June.

Qualified teachers receive three or four college credits for the workshops, which are for one to two weeks.

The goal of the workshops is to bring aviation and aerospace to Montana's young people through their teachers. Through participation in the workshops, teachers learn how to use aviation and aerospace as a vehicle by which to teach other subjects. This helps motivate the students and makes learning more interesting, while at the same time creating an awareness of the career opportunities and the importance of the industry.

We would ask that you pass this information on to a teacher friend and encourage them to enroll.

For more information, contact Fred Hasskamp, Box 5178, Helena 59604, phone 444-2506, or call or write one of the following workshop directors:

June 15-26, EMC, Billings
Carol Frederick
609 Avenue D
Billings 59102
245-2543 or 245-6411

June 15-26, MSU, Bozeman
Stan Easton
MSU College of Education
140 Reid Hall
Bozeman 59715
994-4752 or 586-0410

June 15-19, Dawson CC, Glendive
Kristy Bick
710 Westgate
Billings 59101
967-2540 or 256-0043

June 10-12 & 15-19, UM, Great Falls
JoAnn Eisenzimer
West Elementary
1205 1st Avenue, N.W.
Great Falls 59404
468-2338 or 791-2282

June 15-26, Carroll, Helena
Lanore Johnson
3318 East Shore Drive
Helena 59601
475-3706 or 442-8220

June 22-July 2, UM, Missoula
Russ Larson
Box 124
Somers 59932
857-3304

FLY-IN PLANNED AT YELLOWSTONE

The Montana Aeronautics Division will host a "Back to Basics" Fly-In at the airport at West Yellowstone on July 24-26, 1987.

The program is being sponsored by the Montana Aeronautics Division, the Idaho Bureau of Aeronautics, the State of Wyoming Aeronautics Commission, the FAA Accident Prevention Specialists in Boise, Casper, and Helena, and the CAP.

The two and one-half day clinic will feature free flight and ground instruction on such topics as density altitude, aircraft performance, mountain flying, aircraft maintenance, survival, military routes, ATC procedures, aircraft insurance, and more. Seminar sessions can be used to qualify for the FAA "Wings" program.

A Flying Companion course for non-pilots will be offered by the 99s. There will be displays of military aircraft and antique aircraft and autos.

A barbecue is planned for Saturday evening. There is a nice, free campground on the airport and plenty of room for RV parking. For motel reservations in town call 406-646-7832 or out of Montana call 800-521-5241. Reservations for motels should be made as soon as possible.

No preregistration for the fly-in is necessary. Activities are expected to begin about noon on July 24 and to end in mid-afternoon on Sunday, July 26. A more detailed schedule will be available later.

For more information, call Fred Hasskamp at the Montana Aeronautics Division at 406-444-2506, Al Neal at the Casper FSDO office at 307-261-5425, or Ron Waterman at the Helena FSDO at 406-449-5270.

Notice from MSO FSS

Missoula, Montana, County Airport (MSO) is now designated Landing Rights Airport. Phone (406) 721-2576 (FAA). Flight Notification Service (ADCUS) available. One hour advance notice required. Commercial cargo cannot be entered at this airport. On-call basis MP/F:15.

CALENDAR

June 15-July 3—Aerospace Teacher Workshops.

June 27-28—Diamond R Ranch Barbecue and Fly-In/Campout, Flathead Hangar, MPA.

July 17-19—Schafer Meadows Work Session.

July 24-26—Comprehensive Safety Program/Fly-In, West Yellowstone.

July 29-Aug. 1—INAC Conference, Spokane.

July 31-Aug. 7—EAA Convention and Fly-In, Oshkosh, Wisconsin.

Aug. 1—Barbecue Fly-In, Kalispell City Airport.

Aug. 1—Columbus Fly-In. Lunch, dinner, contests, dance. Call 322-5974 for more information.

Aug. 15-16—10th annual MAAA Fly-In, Three Forks. Contact Bud Hall at 586-3933 for more information.

Sept. 4-7—1987 Antique Airplane Association National Fly-In, Bartlesville, Okla.

Sept. 18-20—Mountain Search Pilot Clinic, Kalispell.

New Unicom Service

By: Jerry Burrows
Aviation Representative

Whitehall's JEFECO Sky Park can now be reached on 122.8 with a new solid state unicom located on the airport at Bill McNulty's flight operations.

New solid state unicom replacements are scheduled for Ashland and Stanford.

The Townsend unicom is being relocated to the airport and will be on 122.8 at the new fixed base operation of Steve Leece.

Airline Pilots Predict Shortage

By: Fred Hasskamp, Chief
Safety and Education Bureau

According to recent reports, the Airline Pilots Association (ALPA) is forecasting a severe shortage of airline pilots during the late 1980s and early 1990s.

Expected growth of the jet transport fleet, retirements, and FAA projections that indicate twice as many people will be carried by the airlines in 1997 as in 1985 all indicate that over 42,000 new airline pilots will be needed over the next ten years.

LOST AND FOUND DEPARTMENT

**By: Dalton Sessions, Manager
Billings ATCT**

Recently a situation occurred at a Montana airport served by an FAA tower that highlights something that happens all too often. The aircraft N number in this account is changed to protect the guilty.

Cessna N88X (no transponder) departed VFR and established contact with radar approach control for flight following. Approximately 20 miles after departure, radio and radar contact with N88X was lost. All attempts to contact the aircraft were without response. An attempt to establish a relay was also unsuccessful. About 15 miles from the point that N88X was lost, a radar target appeared heading in the same general direction as N88X. Again, attempts to contact the aircraft were to no avail.

The controller analyzes the situation. Was the aircraft forced down with some difficulty, or is it the case of the pilot leaving the frequency without telling anyone?

A check with local FSS reveals that N88X was not on a flight plan, but the FSS specialist begins informal search procedures. With the assistance of other FSSs, other physical ground searches are conducted at ABC, QRS, and XYZ airports. No N88X. The tower controller has an aircraft depart, flying the same approximate course as N88X. The pilot tunes to 121.5 and listens for an ELT but hears nothing. The Montana Aeronautics Division is advised of the limited information available.

About one and a half hours after N88X departed, an FSS specialist who had been visiting a local FBO returns to duty. He remembers seeing N88X taxiing out and advises the full call sign was N6588X. We search the microfiche records and discover that N6588X is registered to a flying club in another city. No phone number exists for the flying club, so a call is made to the FAA tower there. One of the controllers knows a member of the flying club and calls him. This person reveals that the aircraft was recently sold to a guy from Podunk.

A call to the FBO in Podunk is unanswered. We call the sheriff there who goes to the airport and finds N6588X on the ramp. End of search.

The above situation lasted two hours and involved a lot of people—all because the pilot of N88X failed to advise when he left the frequency. If the pilot had filed a flight

plan, the results could have been obtained in one-fourth the time, as the aircraft landed less than 50 miles from the point of departure.

PLEASE—file a flight plan and always advise ATC when you leave their frequency. Neither of these will cost you a single penny!

AIRPORT TOURS CONTINUE



Several hundred school children of all ages have participated in airport "career awareness" tours this spring. Through the Montana Aeronautics Division's Safety and Education Bureau, over 500 young people tour the various facilities at the Helena airport each year. This year these groups have included public and private schools, scouts, 4-H members, and others. National aviation organizations, such as AOPA, EAA, FAA, NASAO, GAMA, are encouraging bringing young people to the airport in an effort to provide much needed aviation education. Groups visit the National Guard Aviation Support Facility, National Weather Service, control tower, Helena Vo-Tech School, and other airport facilities learning what goes on at an airport, the services offered, and employment opportunities in aviation.

APRIL SAR ACTIVITY

By: Fred Hasskamp, Chief
Safety and Education Bureau

Four SARSAT ELT reports were received. All were inadvertent activations. Two of these were in helicopters at Helena, one in Billings, and one in an airliner at Great Falls.

One INREQ (Information Request) was received which resulted when a pilot, who had requested radar services from Billings ATC, left the frequency without letting ATC know that radar services were no longer desired. The aircraft was located in Hardin. (See article in this issue of Montana and the Sky relating to this subject.)

One flight plan was not closed on a Great Falls to Ronan flight. The aircraft was located at its destination.

LVN FSS Returned to Normal

The Livingston Flight Service Station resumed normal sixteen-hour operations on April 12, 1987.

The FSS opens at 6:00 a.m. and closes at 10 p.m.

DIVISION PARTICIPATES IN CAP CONFERENCE



Speaking during the luncheon at the Montana Civil Air Patrol Wing Conference is Mike Ferguson, Montana Aeronautics Division administrator. The Conference was held May 2, 1987, at Fairmont Hot Springs. Ferguson addressed the group on current aviation issues. Also attending the Conference from the Division was Fred Hasskamp, who presented a Search and Rescue Observer Training Program. Also pictured above are: Col. Bill Hewitt, Col. Lance Edwards, Col. Virginia Smith, Lt. Col. Bill Clark, USAF, and Ruth Edwards.

178 Seconds To Live

How long can a pilot who has no instrument training expect to live after he or she flies into bad weather and loses visual contact? Researchers at the University of Illinois found the answer to this question—178 seconds.

Twenty student "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals or rollercoasters. The outcome differed in only one respect, the time required until control was lost. The interval ranged from 20 seconds to 480 seconds. The average time was 178 seconds—two seconds short of three minutes.

Here's the fatal scenario:

The sky is overcast and the visibility poor. That reported five-mile visibility looks more like two, and you can't judge the height of the overcast.

Your altimeter says you're at 1,500, but your map tells you there's local terrain as high as 1,200 feet. There might even be a tower nearby because you're not sure just how far off course you are. But you've flown into worse weather than this, so you press on.

You find yourself unconsciously easing back just a bit on the controls to clear those none-too-imaginary towers. With no warning you're in the soup.

You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You swallow, only to find your mouth dry. Now you realize you should have waited for better weather. The appointment was important, but not that important. Somewhere a voice is saying, "You've had it—it's all over!"

You now have 178 seconds to live. Your aircraft feels on an even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn, but that feels unnatural and you return the controls to their original position.

This feels better but your compass is now turning a little faster and your airspeed is increasing slightly. You scan your instrument panel for help but what you see looks somewhat unfamiliar. You're sure this is just a bad spot. You'll break out in several minutes. (But you don't have several minutes left.)

You now have 100 seconds to live. You glance at your altimeter and are shocked to see it unwinding. You're already down to 1,200 feet.

Instinctively, you pull back on the controls, but the altimeter still unwinds. The engine is into the red—and the airspeed is nearly so.

You have 45 seconds to live. Now you're sweating and shaking. There must be something wrong with the controls, pulling back only moves that airspeed indicator further into the red. You can hear the wind tearing at the aircraft.

You have 10 seconds to live. Suddenly you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough, but it is at an unusual angle. You're almost inverted. You open your mouth to scream, but you have no seconds left.

(Note: Reprinted from the TAC Bulletin of the Texas Aeronautics Commission, adapted from previous printings in Iowa Aviation Bulletin and Manitoba Newsletter.)



HERE AND THAIR

AOPA Announces Flight Training Program. A national program to help student and licensed pilots meet the costs of flight training has been launched by the Aircraft Owners and Pilots Association.

The new financing program, called "Flight Fund," is "both innovative and timely," said AOPA President John L. Baker. "We decided to take the flight instruction bull by the horns and came up with Flight Fund, the only national program that assists pilots and potential pilots with the increasing costs of learning to fly or upgrading certificates."

Beginning May 15, AOPA members and new associate members training for pilot certificates or additional pilot ratings can apply for financing under the Flight Fund program. The program can provide a line of credit up to \$5,000 at an interest rate lower than most credit cards.

To be eligible to apply for the program, an individual must be an AOPA member. Baker said that new student pilots can participate in Flight Fund, even if they haven't soloed, by becoming an AOPA associate member. There is no annual fee for the program as long as the applicant remains an AOPA member. A nationwide toll-free number, 800-847-7378, has been established for loan and membership applications.

Aircraft Product Liability Soaring. Twenty-five percent of all transportation product liability suits resulted in verdicts of one million dollars or more. In a recent study made by Jury Verdict Research, Inc., of Solon, Ohio, plaintiffs recovered an award in 70% of cases brought against aircraft manufacturers. Suits against commercial airline manufacturers, as well as the manufacturers of helicopters, small planes, ultralights, and gliders, yielded the largest number of million dollar awards of all the transportation product verdicts analyzed.

FAA Adopts Grand Canyon Flight Restrictions. The FAA has adopted a temporary Special Federal Air Regulation (SFAR) restricting flights in the area of the Grand Canyon, beginning April 26, 1987.

The SFAR establishes a Special Flight Rules Area from the surface of the Canyon floor to an altitude of 9,000 feet above mean sea level (MSL) in the Grand Canyon area. Commercial tour operators can obtain authorization to fly in this area but will be required to follow specific routes and may not fly aircraft below the lowest level of the

canyon's rim. Pilots operating in the Special Flight Rules Area also will be required to monitor certain radio frequencies and make periodic position reports. Other sight-seeing traffic and military flights will be restricted to operation above 9,000 feet MSL.

Flight Instructor Insurance To Be Offered. A captive insurance program for flight instructor members of the National Association of Flight Instructors is being formed. Insurance to cover defense costs for instructors who are sued will cost \$250. For more information, call NAFI Executive Director Bernie Geier at 5021 Powell Road, Fairfax, VA 20032, phone 703-323-8763.

Rutan Brothers and Yeager Receive Collier Trophy. The National Aeronautics Association's Collier Trophy for 1986 has been awarded to Jeana Yeager, Richard Rutan, and Burt Rutan and the Voyager Aircraft team of volunteers. The citation accompanying the Trophy reads: "To Jeana L. Yeager, Richard G. Rutan, Elbert L. Rutan and the team of volunteers for the ingenious design and development of the Voyager aircraft and their skillful execution of the first non-stop, non-refueled flight around the world."

The Collier Trophy was established in 1911 and is awarded annually by the NAA for the greatest achievement in aeronautics or astronautics in America demonstrated by actual use in the previous year.

From Our Archives...

February 1951. The establishment of an airspace reservation over the Superior Roadless Area (Minnesota) by Executive order of the President was a milestone in wilderness area protection. The President's order prohibited landing in or flying at less than 4,000 foot altitude over the designated roadless area in Minnesota so that the wilderness values of this unique country would not be destroyed. This was the first airspace reservation ever made in America for other than national defense or safety purposes. (Annual Report U.S.F.S.)

March 1951. CAA's Office of Aviation Safety proposes more stringent requirements for issuance of a private pilot's license. The proposed changes, aimed at producing safer flyers, will include: 1) a more practical flight test; 2) increased cross country training and practice; and 3) reinstatement of a written examination with eighty to ninety percent required as a passing grade. Not a rule yet. . . but maybe.

Billings Firm Refurbishes Aircraft

A relatively new firm in Billings is now specializing in aircraft refinishing. Aero-graphics, Inc., opened its doors January 15. Operating out of a 4,000 square foot facility at Billings Logan Field, co-owners Harold Matovich and Jim Bonawitz are applying ultra-high gloss, no-wax acrylic urethane finish to aircraft with factory or custom paint schemes.



Jim Bonawitz, a recently licensed private pilot, brings 17 years of automotive paint and body experience into the endeavor. Harold Matovich, a 9,000-hour commercial pilot who earned his private license at Albright Flying Service in Roundup in 1967, painted his first airplane as owner of Mission Flying Service in Livingston in 1978.

Aerographics' primary clientele are expected to be people who want to increase the overall value of their airplane. Aircraft owners can expect a turnaround time of ten days to two weeks.

Bonawitz and Matovich highly recommend a thorough stripping of all old paint to the bare aluminum in order to accommodate the smooth flow of the new paint as well as to eliminate potential problems generated from the old surface, such as loss of sheen, orange peeling, and "fisheyes." The acrylic urethane enamel used by Aero-graphics shows excellent resistance to solvents such as methyl ethyl ketone and chemicals like sulfuric and hydrochloric acid. It is also highly flexible and resistant to rock chips and oxidation.

The next time you're in Billings, stop in at Aero-graphics and say hello. The owners will be happy to answer any questions you may have.

National Biplane Fly-In Set

The National Biplane Association, in cooperation with the Bartlesville Area Chamber of Commerce, is sponsoring the first National Biplane Fly-In on June 5-7 at Frank Phillips Field in Bartlesville, Oklahoma.

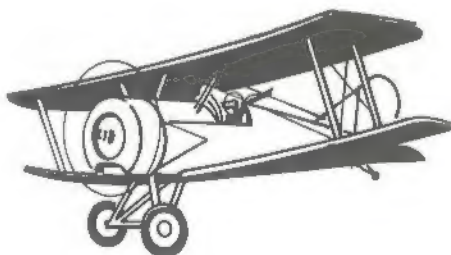
All biplane owners, as well as general aviation enthusiasts, are invited for a weekend of dawn patrols, scenic group flights, breakfast flyouts, and many other enjoyable activities, including touring some of the historic sites in and around Bartlesville.

Frank Phillips Field is rich in aviation history. Wily Post was a frequent visitor, and in December of 1934 he took off from the Bartlesville airport and climbed to an altitude record of 55,000 feet. Many of Post's flights were sponsored, in part, by

Bartlesville-based Phillips Petroleum Company, including his record setting around-the-world flight in the Winnie Mae.

There'll be plenty of parking space, but fliers are asked to bring their own chocks and tiedowns. Transportation to and from motels and the airport will be provided.

For further information contact: Charles W. Harris at 918-585-1591, Mary Jones at 918-299-2532, or John Westfall at 918-336-8708.



MOODY RETIRES Open House To Be Held

Vern Moody, Montana Aeronautics Division aviation representative, has announced that he will retire on June 30. Vern has been with the Division since 1962.

The Division will host an open house in his honor on Friday, June 19, from 3:00 p.m. to 6:00 p.m. in the hangar at the Division office. Vern's friends from across the state are invited to drop by and TRY TO TALK HIM OUT OF IT!!!

MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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